

2021-1/22 MDB-PAC meeting

Brief – Salisbury Bicycle-Pedestrian Advisory Committee state of pedestrian and cycle infrastructure

CITY OF SALISBURY

www.salisbury.md

Population: 16,429 (1980); 20,659 (1990); 23,537 (2000); 30,343 (2010); 32,693 (2019)

Zoning Code

- Last revised in 1983.
- Is currently being revised and streamlined to reflect anticipated trends in urban design and to coordinate with the city's revised environmental policy and the existing Bicycle Network Master Plan.
- Anticipated pedestrian- and bicycle-centric code amendments, in addition to land-use and transportation proposals made in the Salisbury 2020 Environmental Policy Report, anticipate significant increase an efficient pedestrian and bicycle infrastructure.

Environmental Policy

<https://salisbury.md/wp-content/uploads/2021/01/2020-EPTF-FINAL.pdf>

- Adopted in 2008 and revised at end of 2020.
- Current revision has been presented to the city council and has been received very well.
 1. Energy use and Emissions
 2. Water, Wastewater and Stormwater
 3. Management of Public Open Space
 4. Transportation, Sustainable Operation and Design
 5. Education and Outreach.

Vision Zero

<https://salisbury.md/wp-content/uploads/2020/05/FY2021-2025-Vision-Zero-Action-Plan.pdf>

- Adopted in 2019.
- Recognizes the need to redesign and build cities to allow the safest possible travel of pedestrian traffic within a city's transportation infrastructure.
- Reflects the city's commitment to end pedestrian traffic fatalities and serious injuries by January 1, 2030.
- In 2020, the city began upgrading the sidewalks for better accessibility, replacing outdated inlet grates with bike-safe grates.

Urban Greenway Plan

<https://salisbury.md/wp-content/uploads/2017/05/urbangreenwaymasterplan.pdf>

- Drafted in 11/2016.
- Projects the city's desire to create and enhance an active ecological and recreational infrastructure as other corresponding infrastructure – transportation and recreation, for example – are improved.

SALISBURY B-PAC

Bronze status as a Bike-Friendly city; anticipation of Silver status after renewed application later this year.

https://bikeleague.org/sites/default/files/bfareportcards/BFC_Spring_2018_ReportCard_Salisbury_MD.pdf

Bicycle Network Master Plan

https://salisbury.md/wp-content/uploads/2020/07/SalisburyBikeNetworkPlan_Adopted_12122016.pdf

- Adopted in 2017.
- Guiding document for the mayor, city council and developers of the city for prioritizing and creating a network of bicycle routes to provide avenues for alternative transportation, to improve public health and to create a cycle destination.
- Eventual integration into a greater regional network

Rail and Trail Masterplan

<https://salisbury.md/wp-content/uploads/2018/10/Compressed-Trail-Masterplan.pdf>

- Adopted in 2018.
- Not to be confused with Rail to Trail, in which an abandoned railway is converted to a path, Rail and Trail is a path that runs alongside existing rail right-of-way.
- Collaboration of Office of the Mayor, SBY B-PAC and Toole Design Group
- 5.75 miles from Fruitland, MD at the south end to West Naylor Mill Road at the north end
- 7 phases
 1. Rail and Trail Phase 7b (North terminus) is first phase out of the gate.
 2. (2) phases include SBY University land (SU is 100% on board).

Northwest Bikeways Outreach

<https://northwest-bikeways-p1-salisbury.hub.arcgis.com/>

- a multi-year, multi-phase project to create safe and usable bike facilities throughout the Salisbury's West Side Neighborhood, increasing available travel options to residents on the lower end of the economic scale from the city's NW quadrant.
- Phase One, which includes north-south axis of Lake Street and the east-west W. Isabella Street, is currently nearing final design and construction. Resurfacing and sidewalk upgrades will be funded by the City of Salisbury while the Bike Lanes are funded by the Maryland Department of Transportation Bikeways Program.
- Resurfacing of Lake Street, a primary connector to downtown from NW SBY, and the last remaining portion of W. Isabella Street, the existing 'ring road' of the NW quadrant of central SBY followed immediately with the implementation of a new bikeway on Lake St and improvements to the existing bikeway along W Isabella St.
- Fitzwater Street, the southern boundary of the NW quadrant of central SBY.

Eastern Shore Drive Linear Park

https://salisbury.md/wp-content/uploads/2019/04/2019_04049_ESD-Vision-Plan.pdf

- Conversion of a 60' wide (80' right-of-way) four-lane traffic corridor with an additional center turning lane to opposing single lanes with a park between them.
- First public hearing held in April 2019 with unknown completion date at present.

City has recently constructed/ implemented the following:

- Main Street Revitalization - conversion of this street to a complete street, *a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.*
- Waverly Dr 2-Way Protected Bike Lane - parallel route to Business 13 between university and downtown
- Northwood Drive bike lanes
- Park Loop/Bike Blvd conversion

The following projects are in design phase or actively under construction:

- Fitzwater Protected Bike Lanes
- Northwest Bikeways Phase 1
- Rail and Trail Phase 7b
- Carroll Ave Protected Bike Lanes
- South Blvd Bikeway
- Riverside Dr Bike lane upgrades
- Northwest Bikeways Phase 2
- Promenade at Eastern Shore Drive (see *Eastern Shore Linear Park*)
- W. College Ave Bikeway between Route 13 Business and Camden Avenue